

Maryland Inventory of Historic Properties Number: PG: 65-22

Name: MD ZIZ over Northwest FRENCH

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> A </u> <u> B </u> <u> C </u> <u> D </u>	Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u>None</u>
Comments: _____	

Reviewer, OPS: <u> Anne E. Bruder </u>	Date: <u> 3 April 2001 </u>
Reviewer, NR Program: <u> Peter E. Kurtze </u>	Date: <u> 3 April 2001 </u>

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number PG: 65-22

SHA Bridge No. 16042 **Name:** MD 212 over Northwest Branch (Northwest Branch Bridge)

Location:

Street/Road Name and Number: MD 212 (Riggs Road)

City/Town: Takoma Park **Vicinity** X

County: Prince George's

Ownership: X State County Municipal Other

This bridge projects over: Road Railway X Water Land

Is the bridge located within a designated district: yes X no

 NR listed district NR determined eligible district

 locally designated other

Name of District

Bridge Type:

 Timber Bridge

 Beam Bridge Truss-Covered Trestle

 Timber-and-Concrete

 Stone Arch

 Metal Truss

 Movable Bridge

 Swing Bascule Single Leaf Bascule Multiple Leaf

 Vertical Lift Retractable Pontoon

 Metal Girder

 Rolled Girder Rolled Girder Concrete Encased

 Plate Girder Plate Girder Concrete Encased

 Metal Suspension

 Metal Arch

 Metal Cantilever

X Concrete

 Concrete Arch Concrete Slab Concrete Beam

 Rigid Frame

 Other Type Name _____

Describe Setting:

Bridge 16042 carries MD 212 over Northwest Branch in Prince George's County. MD 212 runs east-west over the western flowing Northwest Branch. There is little development around the bridge. A walkway extends underneath the bridge to service a hiker/biker trail built in the mid-1980s. The bridge is located adjacent to the Adelphi Mill Complex.

Describe Superstructure and Substructure:

Bridge 16042 is a single-span filled spandrel concrete arch. The length of the bridge is 40 feet. The clear span is 36 feet. The bridge has a rise of approximately 16 feet from the springline to the crown. The rise to run ratio is 16 percent. The spandrel walls are approximately 18 feet high and 18 feet wide. There is a 1-inch angle strip and a 2-inch cove molding around the intrados. There is a clear roadway width of 27 feet with an overall width of 30 feet 10 inches. According to a 1996 inspection report, the bridge is in satisfactory condition with a sufficiency rating of 59.

The arch has rows of evenly spaced rust spots and the intrados has a longitudinal crack at the center. There is some light efflorescence and darker stains along the joint. The abutment was not visible for inspection. The wingwalls have small longitudinal cracks with exposed reinforcement bars.

The parapets are original. The builders used both an open and a closed parapet design that consists of panels securely fastened by dowels to the structure. The parapets are 118 feet long on both the western and eastern side of the bridge. Both parapets have concrete erosion with random cracks and light scrapes. There is a 3-foot spall on the eastern side neat the center. Most posts have spalls with surface erosion.

Discuss Major Alterations:

The original wingwalls were 10 feet long and 15 feet wide. These were replaced an unknown date. There has been minor patching on the exterior and interiors of the parapet, however, there have been no major alterations to this bridge.

When Built? 1931

Why Built? Improvement of lateral corridors

Who Built? State Roads Commission

Who Designed? State Roads Commission

Why Altered? To insure the structural integrity of the bridge.

Was this bridge built as part of an organized bridge building campaign?

No, this bridge was not built during an organized bridge building campaign.

Surveyor Analysis:

This bridge may have NR significance for association with:

☒ A Events ☐ Person

☒ C Engineering/Architectural

This bridge was determined eligible by the Interagency Review Committee in June 1996.

Was this bridge constructed in response to significant events in Maryland or local history?

The funds for the 1931 to 1934 construction program were provided from unexpended balances, gasoline tax revenues, Federal appropriations and revenues derived from the \$4,000,000 debenture issue. These funds were consolidated to finance road and bridge projects on secondary or feeder roads.

The extension of Riggs-Powder Mill Road in Prince George's County necessitated a new bridge at the crossing of Northwest Branch. The concrete arch replaced an existing structure. The contractor was instructed to remove:

"...in its entirety the existing bridge superstructure, including the steel trusses, accompanying floor and all supporting falsework."

Is the bridge located in an area that may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

No, this bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

Yes, this bridge is a significant example of its type. This bridge represents the State Roads Commission's unification of the county and state roads throughout the state's road system.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Yes, this bridge retains integrity of its character defining elements. The arch ribs, spandrel walls, abutments, wingwalls and parapets are original and intact.

Is this bridge a significant example of the work of the manufacturer, designer and/or engineer?

Yes, this is a significant work of the State Roads Commission in the 1930s.

Should this bridge be given further study before significance analysis is made and why?

No, this bridge should not be given further study.

Bibliography:

County inspection/bridge files _____ SHA inspection/bridge files X

Other (list):

Surveyor:

Name: Stacie Y. Webb **Date:** March 1996

Organization: State Highway Admin. **Telephone:** (410) 545-8559

Address: 707 N. Calvert Street, Baltimore, Maryland

Edited by P.A.C. Spero & Company, December 1997

Maryland Historic Highway Bridges

Bridge Type CONCRETE ARCH

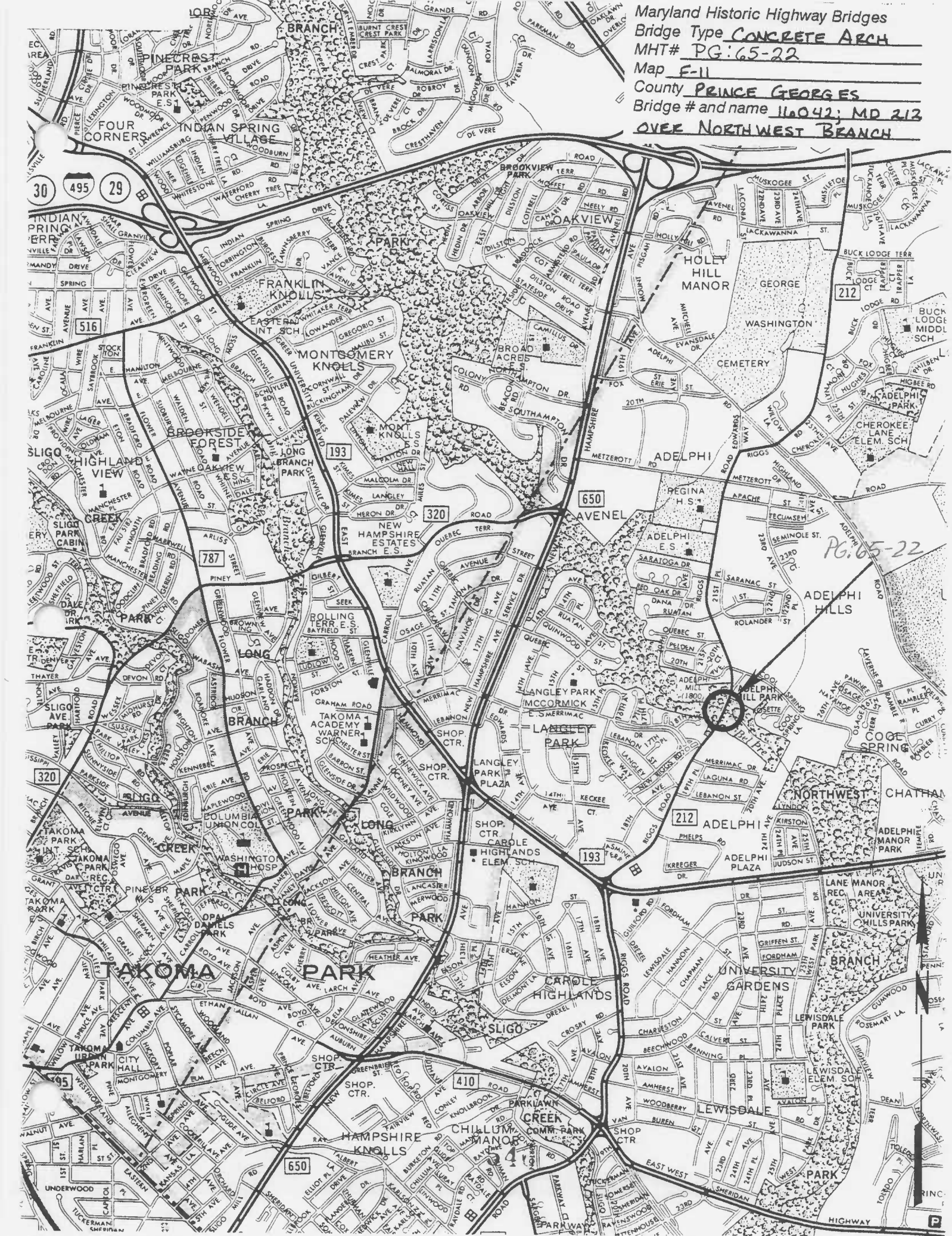
MHT# PG:65-22

Map F-11

County PRINCE GEORGES

Bridge # and name 116042; MD 212

OVER NORTHWEST BRANCH





Inventory # PG: 65-22

Name 16042- MD. 212 OVER NORTHWEST BRANCH

County/State PRINCE GEORGES COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description SOUTH APPROACH LOOKING

NORTH

Number 1 of 24

Backroom 180051 4611 180051

NORTHWEST BRANCH BRIDGE

BUILT 1931

STATE ROADS COMMISSION

G. CLINTON DILL - CHAIRMAN

W. BROOKE LEE - ROBERT LACY

H. D. WILLIAM, JR. - ERNEST W. SMITH

W. C. HOPKINS - HARRY RICHMOND

Name 16042- MD 212 OVER NORTHWEST BRANCH
County/State PRINCE GEORGES COUNTY / MD
Name of Photographer WALLY KING
Date 1/95

Description	STATE ROADS COMMISSION PLAQUE
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Number 2 of 6

0-9 KROOM(19)D51 11 N M H 72



Inventory # PG: 65-22

Name 16042-MD 212 OVER NORTHWEST BRANCH

County/State PRINCE GEORGES COUNTY/MO

Name of Photographer Wally King

Date 1/95

Location of Negative SHR

Description NORTH APPROACH LOOKING SOUTH

Number 3 of 6

1961-1962



Inventory # PG: 65-22

Name 16042-MD 212 OVER NORTHWEST BRANCH

County/State PRINCE GEORGES COUNTY MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SWA

Description WEST ELEVATION

Number ⁴~~22~~ of ⁶~~24~~

1990-1991



Inventory # PG:65-22

Name 16042-MD 212 OVER NORTHWEST BRANCH

County/State PRINCE GEORGES COUNTY | MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description EAST ELEVATION

Number 52 of 61

2025 JAN 11 11:06 AM 16042-MD 212



Inventory # PG: 65-22

Name 11042-MD RIZ OVER NORTHWEST BRANCH

County/State PRINCE GEORGES COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description ADELPHI MILL - 1811

Number 6 of 6

dar.knooml230051 4611 1199 15000xjed